

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-5. (Canceled)

6. (Withdrawn) A method for regulating an air-conditioning system, in particular a motor vehicle air-conditioning system, which can be operated as a heat pump, with a compressor, with a heater, with a throttle member and with an evaporator, wherein regulation is carried out with the aid of a regulator for the stroke of the compressor, and the stroke of the compressor is carried out by means of a high-pressure regulator, in conjunction with the regulation of a compressor valve forming the throttle member.

7. (Withdrawn) The method as claimed in claim 6, wherein regulation is carried out as a function of a regulation of a pulse-width modulated expansion valve forming the throttle member, a high-pressure regulator being provided for this purpose.

8. (Withdrawn) The method as claimed in claim 6, wherein the regulation of the air-conditioning system in heat-pump operation takes place as a function of the desired temperature of the air downstream of the heater, taking into account a pilot control characteristic curve of a desired high-pressure value.

9. (Withdrawn) The method as claimed in claim 6, wherein the regulation of the heater temperature of the air-conditioning system in heat-pump operation takes place as a function of the desired temperature of the air downstream of the heater, taking into account the determined temperature of the air downstream of the heater, a correcting characteristic curve being taken into account.

10. (Withdrawn) The method as claimed in claim 6, wherein the regulation of the air-conditioning system in heat-pump operation takes place, taking into account the pressure of the refrigerant present in the heat-pump circuit, downstream of the compressor.

Claims 11-20. (Canceled)

21. (New) An air-conditioning system for a motor vehicle, said air-conditioning system capable of being operated as a heat pump, comprising:

- a compressor with a variable stroke,
- a heater,
- a controllable expansion valve that contributes to regulating a heating capacity of the air-conditioning system in heat pump operation,
- an evaporator, and
- a pressure sensor that measures a pressure of a refrigerant directly downstream of the compressor.

22. (New) The air-conditioning system as claimed in claim 21, wherein the air-conditioning system is arranged in a heat-pump circuit, wherein the expansion valve is positioned downstream from the heater and upstream from the evaporator, and wherein the air-conditioning system further comprises a heat exchange medium that flows in the heat-pump circuit from the heater to the expansion valve and then to the evaporator.

23. (New) The air-conditioning system as claimed in claim 22, further comprising a high-pressure regulator that regulates the stroke of the compressor to regulate a pressure in the heat-pump circuit as a function of a pilot control characteristic curve of a desired high-pressure value and the pressure of the refrigerant directly downstream of the compressor.

24. (New) The air-conditioning system as claimed in claim 21, further comprising a high-pressure regulator that regulates the expansion valve.

25. (New) The air-conditioning system as claimed in claim 24, wherein the expansion valve is regulated by a pulse-width modulated signal.

26. (New) The air-conditioning system as claimed in claim 22, further comprising a temperature sensor that measures a temperature of the heat exchange medium downstream of the heater.

27. (New) The air-conditioning system as claimed in claim 26, further comprising a heater temperature regulator that regulates the heater as a function of the temperature of the heat exchange medium downstream of the heater and a correcting characteristic of the heater temperature regulator.

28. (New) The air-conditioning system as claimed in claim 21, wherein the air-conditioning system is arranged such that the heating capacity of the air-conditioning system is regulated as a function of a temperature of a heat exchange medium downstream of the heater, wherein a pilot control characteristic curve of a high-pressure value is taken into account in the regulation of the heating capacity.

29. (New) The air-conditioning system as claimed in claim 21, wherein the heater is configured to discharge heat into an interior of the vehicle.

30. (New) The air-conditioning system as claimed in claim 21, wherein the evaporator is configured to provide heat to a heat exchange medium.